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ABSTRACT

As part of a statewide study of public opinion, "Illinois: Today and Tomorrow," questionnaires were distributed to a sample of Illinois residents to determine their perceptions of land use, planning, and zoning. Respondents were asked whether more, the same amount, or less land should be allocated to specific uses (homes, recreation, business, schools, and transportation). They were also asked their opinions regarding planning and zoning issues in their communities. This report summarizes the answers to the questions by state and region. In general, respondents wanted land use in Illinois to stay the same in the future. The majority of those who indicated that they favored change, preferred an increase in land for nonurban rather than urban uses. Substantial differences in citizens' land use priorities were found to depend on where they lived in the state. Insights as to why the Illinois population views land use issues as they do are provided. (Author/MK)

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Land Use Planning in Illinois the citizens' perspective

Special Series 5

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ILLINOIS:
today and
tomorrow



A Statewide Study by the University of Illinois at Urbana-Champaign

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LAND USE PLANNING IN ILLINOIS: THE CITIZENS' PERSPECTIVE

INTRODUCTION

ILLINOIS: Today and Tomorrow is a statewide study of public opinion on community problems, taxes, new programs, energy issues, legislative concerns, and consumer problems. The purpose of the survey is to provide state and community leaders with information that can help them make better decisions based upon public expression and priorities.

A sample of 15,000 Illinois residents was scientifically drawn to represent all adults in the state. An additional 2,500 people were added to the state sample to allow for analysis in sparsely populated Cooperative Extension Service regions and counties. Questionnaires were mailed during January, February, and March, 1978, and nearly 10,000 Illinois residents responded. This response provided one completed and usable questionnaire for each 914 adults in the state, a response rate of 68.6 percent. Details of the survey methods are given in Appendix A, and a profile of respondents is provided in Appendix B.

This report is one of a series of publications that relate findings from the ILLINOIS: Today and Tomorrow study. It deals with citizens' perceptions of land use, planning, and zoning in Illinois. Respondents were asked whether more, the same amount, or less land should be allocated to specific uses in the future. They also expressed their opinions regarding the seriousness of five planning and zoning issues in their communities. This report summarizes the answers to these questions by state and region and provides some insight as to why the Illinois adult population views land-use issues as they do.

Who Can Use This Report?

This publication presents a picture of how citizens feel land should be used in the state and in their communities. It also provides citizen input to community-planning, zoning, and growth issues. The results of the study provide a useful aid to program planning and public decision making by state and local agencies, civic groups, elected officials, and educational organizations. This report can be particularly useful to the following:

1. City, county, and regional planning commissions.
2. Local government organizations, such as county boards, city councils, zoning commissions, park boards, and forest preserve districts.
3. State and federal agencies involved in land-use decisions.
On the state level these agencies include such departments as Local Government Affairs, Conservation, and Agriculture and, on the federal level, the Soil Conservation Service, the Forest Service, the National Park Service, and the Department of Energy, among others.
4. Cooperative Extension Service staff.

The Problem

Conflict over land use in the United States intensifies each year as federal, state, and local governments must make decisions ranging from the purchase of 20 acres for sanitary landfills to the allocation of hundreds of millions of acres in Alaska. The conflicts result from clashes in values that range from calls to maintain a laissez-faire free-enterprise stance to a clamoring for environmental protection, improved health, and aesthetic preservation of countryside. Some call the conflict prodevelopment versus antidevelopment; others say it is between the belief that economics should determine use and the contention that land should be carefully conserved and preserved for future generations.

Most land-use decisions are made on an individual level; e.g., a farmer may decide to grow soybeans instead of corn, or put some land into grazing instead of into row-crop production. Each year small amounts of land change from one use to another: agricultural land is converted to highways, subdivisions, or recreation and even back to forests. The historical trend has been from agriculture, forestry, or grazing to some type of industrial, transportation, or urban use. Farmers and the federal government own the land for which many future uses will be found. Land is generally privately owned in the Midwest, South, and East, whereas the federal government owns a greater proportion of the land in western states.

Citizen Input to Land Use Planning

Figures 1 and 2 are reproductions of that portion of the questionnaire dealing with land-use decisions. The intent of the questions was to list the major categories of land use in the state and then allow respondents to choose future priorities. Respondents were asked to balance land uses in such a manner that if some had higher priority, then others would have less.

F. If you were to decide how land should be used in Illinois in the future, would you want LESS, the SAME AMOUNT, or MORE land used for the following purposes? Remember that land is limited, so if more land is used in some areas there must be less in others.

Future Use of Land in Illinois (Circle your answer)			
	¹ LESS	² SAME	³ MORE
Farms: land for growing food.....	LESS	SAME	MORE ^{7,8}
Transportation: land for roads and airports....	LESS	SAME	MORE
Recreation: land for public beaches, parks and scenic areas.....	LESS	SAME	MORE
Cities: land for growth of towns and cities.....	LESS	SAME	MORE
Forests: land for trees and wildlife.....	LESS	SAME	MORE
Industry: land for factories and warehouses....	LESS	SAME	MORE ^{9,10}
Energy: land for stripmines, power plants and cooling lakes	LESS	SAME	MORE ^{11,12}

Figure 1. Format for obtaining information on respondents' perceptions of future land use in Illinois.

G. How would you want land within cities and towns to be used in the future?

Land in Cities and Towns			
	¹ LESS	² SAME	³ MORE
Single family homes	LESS	SAME	MORE ¹³
Parking lots.	LESS	SAME	MORE
Bikepaths ...	LESS	SAME	MORE
Expressways	LESS	SAME	MORE
Cemeteries ..	LESS	SAME	MORE
Factories ...	LESS	SAME	MORE
Apartments .	LESS	SAME	MORE ¹⁴
Land in Cities and Towns			
	¹ LESS	² SAME	³ MORE
Parks and playgrounds.	LESS	SAME	MORE ¹⁵
Shopping centers	LESS	SAME	MORE
Trailer parks	LESS	SAME	MORE
Office buildings....	LESS	SAME	MORE
Schools and colleges	LESS	SAME	MORE ¹⁶

Figure 2. Format for obtaining information on respondents' perceptions of future land use in Illinois cities and towns.

Present Land Use in Illinois

Eighty-nine percent of the land in Illinois is either in farms (78.8 percent) or forests and wood lots (10.4 percent). Most of the remaining 11 percent includes transportation (3.1 percent) and cities and towns (4.7 percent), with farmsteads and farm roads (1.1 percent), recreation and wildlife areas (0.5 percent), and miscellaneous uses (1.4 percent) accounting for the remainder. Except for the southern part of the state (specifically the Shawnee National Forest), very little land is in public ownership. State-owned recreation areas are restricted to small parks surrounding scenic or historical locations. A few U.S. Army Corps of Engineers impoundments provide recreation areas under federal administration (see Table 1 and Figure 3).

The history of changes in land use in Illinois can be described simply as conversion of agricultural land (in many cases highly productive) to either urban or transportation uses. Suburbanization continues in the Chicago metropolitan area as land is steadily converted from agriculture to housing, business, industry, and roads. Other parts of the state have felt land-use pressures for expanded highway systems and for water impoundments for nuclear power plants. However, the slowing of growth of regional cities within Illinois has resulted in less land in outstate areas going toward housing and more toward industry and mining. In addition to ranking in the top one or two states annually in the production of corn and soybeans, Illinois has large reserves of high-sulfur coal, much of which lies near the surface of this same highly productive agricultural land.

Urban land uses can be characterized by the expansion of single-family dwellings and apartment complexes at the rural-urban fringes, interspersed with shopping malls, and by clusters of small business and professional buildings. Most urban areas outside the Chicago metropolitan area show business and industrial growth at the fringe. Downtown areas are converting to financial and entertainment centers, with the exception that central areas of Chicago appear to be returning to residential use. Against this picture of Illinois land use, the ILLINOIS: Today and Tomorrow study was designed to determine how a randomly selected sample of approximately 10,000 adults would respond when confronted with a land-allocation decision.

Table 1. 1974 Land Use in Illinois

Land use	Million Acres	Percent of total
Farms: Cropland, pasture, and range land	28.1	78.8
Forests and woodlands: trees and wildlife	3.7	10.4
Cities and towns: urban areas	1.7	4.7
Transportation: (includes rural roads)	1.1	3.1
Farmlands: farm roads, lanes, and farm houses	0.4	1.1
Recreation and refuges: (except urban parks)	0.2	0.5
Other uses: (includes state institutions, National defense, and unproductive agriculture)	0.5	1.4
	35.7	100.0

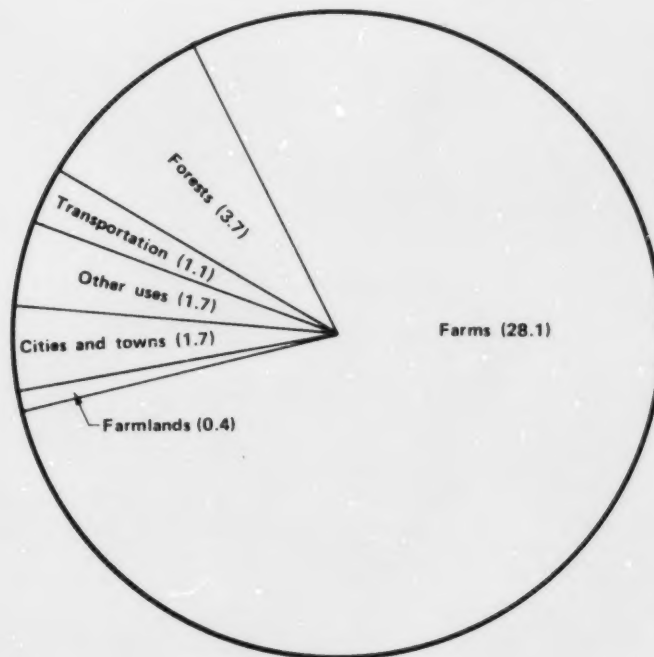


Figure 3. Major land use in Illinois (1974)
(million acres).

Source: *Illinois--Space for Tomorrow, Land Resources: Public Policy Formulation*. Cooperative Extension Service, University of Illinois at Urbana-Champaign, 1975.

Allocation of Land in the State of Illinois

More than one-half of the Illinois adults responding to the study favor an increase in the amount of land used in the future for both forest and wildlife. Forty-five percent want an increase in the amount of land used for recreational purposes, while an equal number prefer keeping the amount in this category the same. In all other land-use categories, most respondents want land use to remain unchanged. Of those favoring a change in use, however, the majority want an increase in farmland and a future decrease in land used for energy, industry, cities, and transportation.

Respondents were asked (see Figure 1), "If you were to decide how land should be used in Illinois in the future, would you want LESS, the SAME AMOUNT, or MORE land used for the following purposes? Remember that land is limited, so if more land is used in some areas there must be less in others." Figure 4 shows how persons in the study balanced their choices among the seven categories.

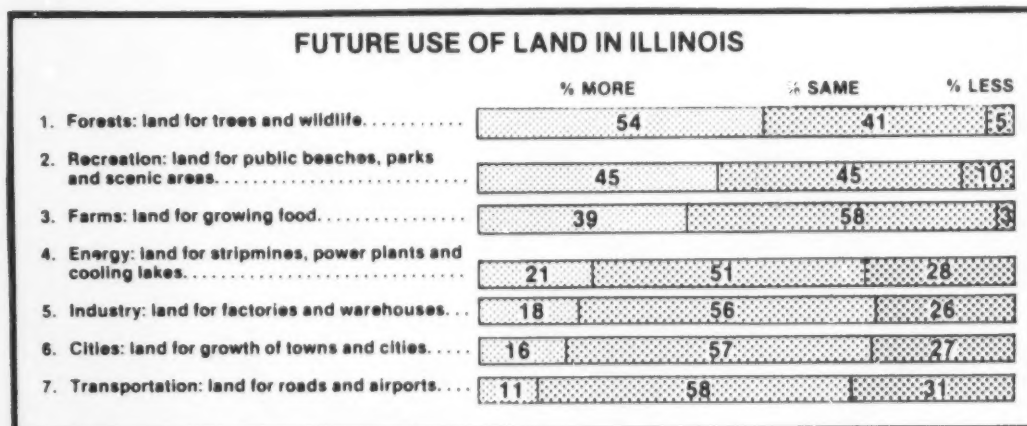


Figure 4. Allocation of major land uses in Illinois in the future: Percentages in MORE, SAME, and LESS categories.

Respondents in all parts of Illinois generally want more land put into nonurban uses (forests, recreation, and farms) and less land put into urban uses. Residents of the state's most urban areas are more supportive of an increase in recreation land than are those of the more rural regions, where open space is more available. Similarly, residents in regions that lack farmland or highly productive farmland (e.g., Chicago and Regions 8 and 10) tend to be more supportive of an increase in farmland than those in areas such as Regions 4, 6,

and 7, where good farmland is abundant. Rural regions are more favorable to urban uses, especially industry, reflecting the need for job opportunities. Respondents in all parts of the state clearly prefer a decrease in the amount of land used for transportation, the only slight exception being in Cook County, where, apparently, sentiment for a crosstown expressway continues.

The major conclusion of this section is that the general population does not favor using more land for development. Comments by respondents indicate widespread concern about the effect of continuous expansion of urban land uses onto agricultural land. Persons are also concerned that the conversion of farmland may be wasteful of our natural resources.

"Redevelopment rather than development" is the way one respondent stated future land-use needs, referring to wasted and poorly utilized space in urban areas. Many references were made to land as a "priceless commodity" and a "limited resource" and to the need for "thoughtful planning" and "intelligent allocation" of Illinois land resources.

Allocation of Land in Illinois Cities and Towns

In the future, Illinois residents want more land in cities and towns to be used for recreation, housing, schools, and factories and less land used for parking lots, trailer parks, expressways, shopping centers, cemeteries, and office buildings.

Each person surveyed was asked to indicate if he or she wanted more land, the same amount of land, or less land in the cities and towns of Illinois to be distributed among 12 uses (see Figure 2). Figure 5 (next page) presents the statewide and regional results of this question.

The desire to see more land used for housing is similar to the feelings expressed in another portion of the questionnaire, where housing ranked number three out of 13 problem areas. Respondents also ranked the need for safe bike paths as an important issue in many Illinois communities.

Similar to the findings for the seven statewide land-use categories, residents of more rural regions tend to be more supportive of urban land uses such as

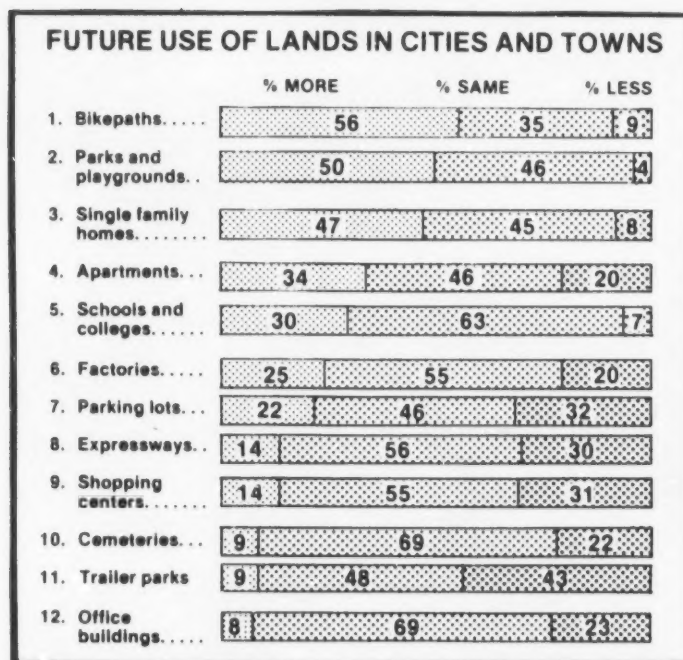


Figure 5. Allocation of major land uses in Illinois cities and towns: Percentage in MORE, SAME, and LESS categories.

for factories, apartments, and shopping centers than are residents of regions that already have a high level of urban development. Not surprisingly, people in the more urban regions are particularly supportive of an increase in bike paths, parks and playgrounds, and schools and colleges.

In general, however, Illinoisians favor land's staying as it is or being used for aesthetically appealing uses such as recreation and housing. Less support was given to (1) land uses requiring alterations (such as new roads) and (2) more commercial and industrial development. These differences are dramatized by the findings concerning the allocation of land use in cities and towns. Here the sample favored parks, bike paths (which have both a recreational and a travel component), dwelling units (both single-family and apartments), and colleges and universities.

LAND USE PLANNING—REGION 1



Region 1 lies in the northwest corner of Illinois. The nine counties comprising it include Boone, Carroll, DeKalb, Jo Daviess, Lee, Ogle, Stephenson, Whiteside, and Winnebago. Sixty-six percent of the population in the region is considered urban, while 34 percent is rural. The largest city is Rockford. The region's population has declined slightly in recent years, 0.9 percent between 1970 and 1975. By comparison, population in Illinois increased 0.3 percent during the same period.

Future Use of Land in Illinois

Region 1 respondents want more land in the future to be used for nonurban purposes, with an increase in forest land receiving the most support. Thirty-eight percent checked "MORE" land for recreation, and 36 percent favor an increase in farmland (see Table 2).

Table 2. *Future Use of Land in Illinois: Region 1*

Land use		Forest (Percent)	Recreation (Percent)	Farms (Percent)	Energy (Percent)	Industry (Percent)	Cities (Percent)	Transportation (Percent)
State:	More	54	45	39	21	18	16	11
	Less	5	10	3	28	26	27	31
Region:	More	52	38	36	17	15	13	9
<u>1</u>	Less	4	12	4	20	23	27	35

People were more likely to favor a decrease in the land used for energy, industry, cities, and transportation in Region 1. Thirty-five percent want less land for roads and airports, while 30 percent want less for stripmines, power plants, and cooling lakes.

Future Use of Land in Cities and Towns

When asked to indicate how they would like to see land in cities and towns used in the future, 51 percent of the respondents checked "MORE" for bike paths (see Table 3).

Table 3. *Future Use of Land in Cities and Towns in Illinois: Region 1*

Land use		State (Percent)	Region 1 (Percent)	Land use		State (Percent)	Region 1 (Percent)
<u>Bike paths</u>	More	55	51	<u>Parking lots</u>	More	22	17
	Less	9	13		Less	32	33
<u>Parks and playgrounds</u>	More	50	39	<u>Expressways</u>	More	14	14
	Less	4	3		Less	29	37
<u>Single-family homes</u>	More	47	36	<u>Shopping centers</u>	More	14	10
	Less	8	10		Less	31	34
<u>Apartments</u>	More	33	32	<u>Cemeteries</u>	More	9	8
	Less	21	16		Less	22	18
<u>Schools and colleges</u>	More	30	23	<u>Trailer parks</u>	More	9	9
	Less	7	8		Less	43	39
<u>Factories</u>	More	25	23	<u>Office buildings</u>	More	8	7
	Less	20	15		Less	23	23

The other urban uses that are favored in Region 1 include parks and playgrounds, single-family homes, apartments, schools and colleges, and factories. In all cases, however, the support for and increase in these categories were greater than for the statewide average. Region 1 respondents want less land in the future for trailer parks, expressways, shopping centers, and parking lots. Respondents in this area are likely to want land uses to stay the same or the land to be less developed.

LAND USE PLANNING—REGION 2



Region 2 includes eight counties in northeastern Illinois: DuPage, Grundy, Kane, Kankakee, Kendall, Lake, McHenry, and Will. Most of the region's population and a large part of the land is considered part of the Chicago metropolitan area, with 80 percent of the population urban. Recent population trends indicate that Region 2 is growing at a much faster rate than the state as a whole. Between 1970 and 1975 the regional population increase was 8.4 percent, compared to 0.3 percent statewide.

Future Use of Land in Illinois

In this most urbanized part of the state, a substantial number of respondents want to see more land used for forests and recreation. Fifty-eight and 48 percent, respectively, checked "MORE" land for these two land uses. Thirty-eight percent want more farmland in the future (see Table 4).

Table 4. *Future Use of Land in Illinois: Region 2*

Land use	Forest (Percent)	Recreation (Percent)	Farms (Percent)	Energy (Percent)	Industry (Percent)	Cities (Percent)	Transportation (Percent)
<u>State:</u> More	54	45	39	21	18	16	11
Less	5	10	3	28	26	27	31
<u>Region:</u> More	58	48	38	21	12	11	9
<u>2</u> Less	4	8	3	28	30	34	31

Although Region 2 residents are likely to want less land to go for urban uses such as cities, transportation, and industry, the majority want the amount of land currently in these categories to stay the same. Although, because of population concentrations in this region, more energy is needed in this part of the state than elsewhere, 28 percent of the respondents want to see less land

used for stripmines, power plants, and cooling lakes, in contrast, 21 percent want more land used to provide energy.

Future Use of Land in Cities and Towns

Of the 12 urban land uses, an increase in land for bike paths received the most support from Region 2 respondents, with 61 percent checking "MORE" land for this category. Elsewhere in the survey, the availability of safe bike paths was ranked fifth in seriousness as a problem out of 71 community issues for respondents in this region. Fifty-one percent want more land to be used for parks and playgrounds in the future. Region 2 respondents also favor more land for single-family homes and for schools and colleges (see Table 5).

Table 5. Future Use of Land in Cities and Towns in Illinois: Region 2

Land use		State (Percent)	Region 2 (Percent)	Land use		State (Percent)	Region 2 (Percent)
<u>Bike paths</u>	More	55	61	<u>Parking lots</u>	More	22	20
	Less	9	8		Less	32	36
<u>Parks and playgrounds</u>	More	50	51	<u>Expressways</u>	More	14	11
	Less	4	3		Less	29	33
<u>Single-family homes</u>	More	47	43	<u>Shopping centers</u>	More	14	9
	Less	8	8		Less	31	37
<u>Apartments</u>	More	33	23	<u>Cemeteries</u>	More	9	7
	Less	21	28		Less	22	28
<u>School and colleges</u>	More	30	25	<u>Trailer parks</u>	More	9	9
	Less	7	8		Less	43	51
<u>Factories</u>	More	25	17	<u>Office buildings</u>	More	8	7
	Less	20	23		Less	23	25

The urban land use least desired in Region 2 is trailer parks, 51 percent indicating that they would like to see less land in cities and towns used for trailer parks in the future. Respondents also prefer less land to go for shopping centers, expressways, cemeteries, and office buildings--land uses that are quite prominent in the rapidly suburbanizing areas at the fringe of the Chicago metropolitan area.

LAND USE PLANNING-REGION 2A (SUBURBAN COOK CO.)



Region 2A refers to that part of Cook County outside the city of Chicago. This region is almost totally urban, with the exception of some open country areas in the south and western portions. Recent population growth in suburban Cook County has been rapid. Between 1970 and 1975 population increased 6.9 percent, compared to 0.3 percent for Illinois as a whole. This growth rate is particularly striking when compared to that of all of Cook County and of the city of Chicago. Total county population decreased 2.3 percent during the five-year time period, whereas Chicago experienced an 8 percent drop in population.

Future Use of Land in Illinois

More than half of the suburban Cook County respondents want more land used for forests and recreation on a statewide basis. Thirty-eight percent favor an increase in farmland. Support for an increase in nonurban uses is strong in all regions but especially so in urban areas of the state like suburban Cook County and the city of Chicago (see Table 6).

Table 6. Future Use of Land in Illinois: Region 2A (Suburban Cook Co.)

Land use	Forest (Percent)	Recreation (Percent)	Farms (Percent)	Energy (Percent)	Industry (Percent)	Cities (Percent)	Transportation (Percent)
State: More	54	45	39	21	18	16	11
Less	5	10	3	28	26	27	31
Region: More	57	53	38	22	13	11	13
2A Less	5	5	3	27	31	32	27

Although most suburban Cook County respondents want to see the amount of land used for cities, industry, transportation, and energy stay the same, 32, 31, 27, and 27 percent, respectively, checked "LESS" land for these categories,

whereas 11, 13, 13, and 22 percent checked "MORE." Cook County, of course, uses a substantial portion of the state's energy output.

Future Use of Land in Cities and Towns

Suburban Cook County respondents favor an increase in the amount of land used for bike paths over any other urban land use. Many respondents noted that heavy traffic creates dangerous conditions for bikers. Sixty-two percent checked more land for this category, reflecting the increasing importance of bicycling as a mode of transportation, especially in suburban areas where the costs and inconveniences of owning a car have increased. An increase in the amount of land for parks and playgrounds, single-family homes, and schools and colleges is supported by 53, 44, and 26 percent of the respondents, respectively.

Preference for the same or a decreased amount of land going for trailer parks, shopping centers, cemeteries, and office buildings in the future is most evident in suburban Cook County. The same amount or less land developed for apartments, factories, parking lots, and expressways is also favored (see Table 7).

Table 7. *Future Use of Land in Cities and Towns in Illinois: Region 2A (Suburban Cook Co.)*

Land use		State (Percent)	Region 2A (Percent)	Land use		State (Percent)	Region 2A (Percent)
<u>Bike paths</u>	More	55	62	<u>Parking lots</u>	More	22	21
	Less	9	6		Less	32	32
<u>Parks and Playgrounds</u>	More	50	53	<u>Expressways</u>	More	14	16
	Less	4	2		Less	29	27
<u>Single-family homes</u>	More	47	44	<u>Shopping centers</u>	More	14	6
	Less	8	8		Less	31	39
<u>Apartments</u>	More	33	24	<u>Cemeteries</u>	More	9	5
	Less	21	28		Less	22	28
<u>Schools and Colleges</u>	More	30	26	<u>Trailer parks</u>	More	9	6
	Less	7	8		Less	43	52
<u>Factories</u>	More	25	17	<u>Office buildings</u>	More	8	7
	Less	20	26		Less	23	26

LAND USE PLANNING—REGION 2B (CITY OF CHICAGO)



Region 2B represents the city of Chicago, located in Cook County. The third largest city in the United State, Chicago's population in 1975 was 3,099,391. Recent population trends indicate an 8 percent decrease in population between 1970 and 1975, while the suburban areas of the county grew 6.9 percent during the same time period. This decrease reflects a nationwide trend toward suburbanization and residential migration out of central city areas.

Future Use of Land in Illinois

Not surprisingly, residents of this densely populated and developed region show the most support for an increase in nonurban land uses. Fifty-one percent of the Chicago respondents checked "MORE" land for forests, 50 percent want more land for recreation, and 46 percent favor an increase in the amount of farmland in Illinois (see Table 8).

Table 8. Future Use of Land in Illinois: Region 2B (City of Chicago)

Land use		Forest (Percent)	Recreation (Percent)	Farms (Percent)	Energy (Percent)	Industry (Percent)	Cities (Percent)	Transportation (Percent)
State:	More	54	45	39	21	18	16	11
	Less	5	10	3	28	26	27	31
Region:	More	51	50	46	21	22	23	17
2B	Less	8	6	3	27	26	22	21

Chicago respondents, however, tend to be less opposed to urban land uses than respondents from other regions. Slightly more than half of the respondents want to see the amount of land for energy, industry, and cities stay the same, whereas the other half are split between wanting more or less land for these categories. Chicagoans show a slight preference for more land for cities and less land for energy and industry. More than in any other part of the state, people in Chicago want to see more land for transportation (17 percent). As pointed out earlier, some sentiment for the crosstown expressway may be apparent in this response.

Future Use of Land in Cities and Towns

Chicago respondents indicate a strong desire for an increased use of urban land for parks and playgrounds, 61 percent favoring an increase in the amount of parkland in cities and towns. Sixty percent want an increase in single-family homes, followed in descending priority by 54 percent checking "MORE" land for bike paths. Chicagoans tend to support these activities more strongly than the state as a whole and less than other urban regions. This comparison is true also of their support for more schools and colleges, apartments, and factories (see Table 9).

Table 9. *Future Use of Land in Cities and Towns in Illinois: Region 2B*

Land use		State (Percent)	Region 2B (Percent)	Land use		State (Percent)	Region 2B (Percent)
<u>Bike paths</u>	More	55	54	<u>Parking lots</u>	More	22	32
	Less	9	7		Less	32	29
<u>Parks and playgrounds</u>	More	50	61	<u>Expressways</u>	More	14	21
	Less	4	3		Less	29	21
<u>Single-family homes</u>	More	47	60	<u>Shopping centers</u>	More	14	22
	Less	8	8		Less	31	25
<u>Apartments</u>	More	33	45	<u>Cemeteries</u>	More	9	14
	Less	21	16		Less	22	20
<u>Schools and colleges</u>	More	30	48	<u>Trailer parks</u>	More	9	11
	Less	7	4		Less	43	40
<u>Factories</u>	More	25	31	<u>Office buildings</u>	More	8	11
	Less	20	21		Less	23	25

Although most respondents throughout Illinois would rather see a decrease than an increase in the amount of land used for parking lots, expressways, and shopping centers, Chicagoans are undecided in their preference. Slightly more prefer an increase for parking lots and a decrease for shopping centers. These responses reflect the increased inaccessibility of activities in a large city because of traffic congestion and the density of development. Chicagoans want less urban land in the future to be used for trailer parks, office buildings, and cemeteries. Chicagoans' answers to the land-use issues are reflective of their concern with development, jobs, and urban uses in general.

LAND USE PLANNING—REGION 3



Nine counties in northwestern Illinois make up Region 3: Fulton, Hancock, Henderson, Henry, Knox, McDonough, Mercer, Rock Island, and Warren. Sixty-four percent of the population is considered urban, and 36 percent rural. Major cities include Rock Island, Moline, and Galesburg. Population in the region has stabilized in recent years, resembling Illinois as a whole. Between 1970 and 1975, Region 3 experienced a 0.2 percent population increase, while Illinois grew at a rate of 0.3 percent.

Future Use of Land in Illinois

Like the other regions in the state, Region 3 respondents show the most support for a future increase in the amount of forest land, 53 percent checking "MORE" land for forests. Next in importance to Region 3 respondents is an increase in farmland. Residents of this region also favor more land for recreation although 19 percent still said "LESS" land for this category. Recreation opportunities appear not to be an important issue in Region 3, perhaps because the Mississippi, Illinois, and Rock rivers and three state parks are in the region (see Table 10).

Table 10. Future Use of Land in Illinois: Region 3

Land use	Forest (Percent)	Recreation (Percent)	Farms (Percent)	Energy (Percent)	Industry (Percent)	Cities (Percent)	Transportation (Percent)
<u>State:</u> More	54	45	39	21	18	16	11
Less	5	10	3	28	26	27	31
<u>Region:</u> More	53	33	39	17	20	14	8
<u>3</u> Less	3	19	2	30	26	27	42

The land use least desired in Region 3 is for transportation, with 42 percent of the respondents favoring a decrease in the amount of land used for roads and airports.

Future Use of Land in Cities and Towns

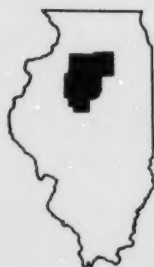
Residents of Region 3 want the largest increase in urban land use to go for bike paths. Although 48 percent want more land in cities and towns to be used for this purpose, support for bike paths is not as high in this region as it is for the state as a whole or for more urban regions where heavy traffic makes bicycling especially hazardous. Region 3 respondents also want to see more single-family homes, parks and playgrounds, apartments, factories, and schools and colleges. For all uses except bike paths, however, the majority want the amount of land in cities and towns to remain the same (see Table 11).

Table 11. *Future Use of Land in Cities and Towns in Illinois: Region 3*

Land use		State (Percent)	Region 3 (Percent)	Land use		State (Percent)	Region 3 (Percent)
<u>Bike paths</u>	More	55	48	<u>Parking lots</u>	More	22	18
	Less	9	12		Less	32	32
<u>Parks and playgrounds</u>	More	50	41	<u>Expressways</u>	More	14	9
	Less	4	6		Less	29	37
<u>Single-family homes</u>	More	47	43	<u>Shopping centers</u>	More	14	13
	Less	8	6		Less	31	31
<u>Apartments</u>	More	33	39	<u>Cemeteries</u>	More	9	10
	Less	21	13		Less	22	16
<u>Schools and colleges</u>	More	30	21	<u>Trailer parks</u>	More	9	13
	Less	7	10		Less	43	36
<u>Factories</u>	More	25	24	<u>Office buildings</u>	More	8	5
	Less	20	16		Less	23	21

Consistent with the high support shown for a decrease in the amount of land used for transportation, urban land use for expressways received the most opposition in Region 3, followed by use for trailer parks, parking lots, and shopping centers. Regional respondents also favor using less land for office buildings and cemeteries in the future. This region is one of the least urbanized areas of Illinois.

LAND USE PLANNING—REGION 4



Region 4 is located in north-central Illinois and includes Bureau, LaSalle, Marshall, Peoria, Putnam, Stark, Tazewell, and Woodford counties. Sixty-six percent of the regional population is considered urban, and 34 percent, rural. Peoria is the major urban center in Region 4. Recent population trends indicate that the region is growing faster than the state. Between 1970 and 1975, Region 4 population increased 1.8 percent, compared to 0.3 percent for Illinois.

Future Use of Land in Illinois

Region 4 respondents are similar to those from all other regions in Illinois in showing the greatest support for an increase in the amount of land devoted to nonurban uses. Fifty-one percent of the respondents checked "MORE" land for forests in the future, while 38 and 35 percent, respectively, want an increase in recreation and farmland. Support for these uses, however, tends to be higher in more urbanized regions where open space is not as available (see Table 12).

Table 12. Future Use of Land in Illinois: Region 4

Land use		Forest (Percent)	Recreation (Percent)	Farms (Percent)	Energy (Percent)	Industry (Percent)	Cities (Percent)	Transportation (Percent)
State:	More	54	45	39	21	18	16	11
	Less	5	10	3	28	26	27	31
Region:	More	51	38	35	17	14	13	5
<u>4</u>	Less	7	15	3	36	24	24	42

Transportation is the least favored land use for 42 percent of the Region 4 residents. Thirty-six percent want less land to be used for energy production (stripmines, power plants, and cooling lakes), a percentage that is higher than in any other part of the state. Respondents in this region also prefer a decrease in the amount of land used for industry and cities. With the exception of forestland, however, the majority of Region 4 respondents want the amount of land in all categories to stay the same (see Table 12).

Future Use of Land in Cities and Towns

Concerning the use of urban land, 49 percent of the respondents checked "MORE" for bike paths, while an increase in single-family homes and in land use for parks and playgrounds is favored by 43 and 42 percent, respectively. More apartments, factories, and schools and colleges are also favored, although 18 and 16 percent of the respondents feel the amount of land used for apartments and factories should be decreased (see Table 13).

Table 13. *Future Use of Land in Cities and Towns in Illinois: Region 4*

Land use		State (Percent)	Region 4 (Percent)	Land use		State (Percent)	Region 4 (Percent)
<u>Bike paths</u>	More	55	49	<u>Parking lots</u>	More	22	20
	Less	9	14		Less	32	30
<u>Parks and playgrounds</u>	More	50	42	<u>Expressways</u>	More	14	9
	Less	4	4		Less	29	34
<u>Single-family homes</u>	More	47	43	<u>Shopping centers</u>	More	14	12
	Less	8	9		Less	31	29
<u>Apartments</u>	More	33	33	<u>Cemeteries</u>	More	9	9
	Less	21	19		Less	22	16
<u>Schools and colleges</u>	More	30	19	<u>Trailer parks</u>	More	9	9
	Less	7	7		Less	43	39
<u>Factories</u>	More	25	24	<u>Office buildings</u>	More	8	6
	Less	20	16		Less	23	24

Region 4 residents would most like to see a future decrease in land used for trailer parks, expressways, parking lots, and shopping centers.

LAND USE PLANNING—REGION 5



Region 5 is composed of 11 counties located in west-central Illinois, including Adams, Brown, Calhoun, Cass, Greene, Jersey, Macoupin, Morgan, Pike, Schuyler, and Scott. Region 5 is one of the most rural areas in Illinois; only 46 percent of the population is considered urban. While Illinois's population grew slightly, 0.3 percent, between 1970 and 1975, the Region 5 population decreased 0.1 percent during the same time period.

Future Use of Land in Illinois

Over half (53 percent) of the Region 5 respondents want an increase in the amount of forestland in Illinois, and 39 percent want more farmland in the future. These responses closely approximate the statewide results for these categories. The need for more recreation is not as important to the residents in Region 5 as it appears to be to those in other regions of the state as a whole. Although 30 percent checked "MORE" land for recreation, this figure is among the lowest for any part of the state. The other category for which Region 5 respondents would like to see more land used in the future is industry (land for factories and warehouses), although the majority want the amount of land to stay the same. Support for industry tends to be higher in less developed portions of the state like Region 5 than in more urban areas (see Table 14).

Table 14. Future Use of Land in Illinois: Region 5

Land use	Forest (Percent)	Recreation (Percent)	Farms (Percent)	Energy (Percent)	Industry (Percent)	Cities (Percent)	Transportation (Percent)
<u>State:</u> More	54	45	39	21	18	16	11
Less	5	10	3	28	26	27	31
<u>Region:</u> More	53	30	39	22	26	14	8
<u>5</u> Less	4	21	5	25	18	25	41

Forty-one percent of the Region 5 respondents want a decrease in the amount of land used for transportation, and 25 percent want less land used for cities

and energy. Region 5 residents' responses were much like the rest of the state, with the exception that recreation and transportation received lower-than-average priorities.

Future Use of Land in Cities and Towns

Region 5 residents most support an increase in the use of urban land for single-family homes, with 47 percent checking "MORE" land for this category. More land for bike paths ranks second but is not perceived as an important use of land in this region, where traffic does not present as great a hazard as it does to bikers in more urbanized areas. Thirty-nine percent of the respondents want more land in cities and towns to be used for factories. This response is also typical of that in more rural areas, reflecting the need for job opportunities, as well as the availability of developable land. The other urban-land-use categories that Region 5 respondents would like to see an increase in are apartments, parks and playgrounds, schools and colleges, and cemeteries (see Table 15).

Table 15. *Future Use of Land in Cities and Towns in Illinois: Region 5*

Land use		State (Percent)	Region 5 (Percent)	Land use		State (Percent)	Region 5 (Percent)
<u>Bike paths</u>	More	55	43	<u>Parking lots</u>	More	22	20
	Less	9	16		Less	32	26
<u>Parks and playgrounds</u>	More	50	36	<u>Expressways</u>	More	14	12
	Less	4	7		Less	29	36
<u>Single-family homes</u>	More	47	47	<u>Shopping centers</u>	More	14	18
	Less	8	7		Less	31	26
<u>Apartments</u>	More	33	38	<u>Cemeteries</u>	More	9	16
	Less	21	10		Less	22	13
<u>Schools and colleges</u>	More	30	21	<u>Trailer parks</u>	More	9	12
	Less	7	9		Less	43	31
<u>Factories</u>	More	25	39	<u>Office buildings</u>	More	8	6
	Less	20	12		Less	23	23

LAND USE PLANNING-REGION 6



Eleven counties in central Illinois make up Region 6. They include Christian, DeWitt, Logan, McLean, Macon, Mason, Menard, Moultrie, Sangamon, and Shelby counties. Sixty-five percent of the region's population is urban, while 35 percent is rural. Three major downstate urban centers are located in Region 6: Springfield, Decatur, and Bloomington-Normal. Population trends indicate that

regional growth has been much faster than for the state as a whole in recent years. Between 1970 and 1975, Region 6 population grew 4 percent, compared to a 0.3 percent increase for Illinois.

Future Use of Land in Illinois

Fifty-three percent of the respondents living in Region 6 want more land to be used for forests in the future. The central portion of Illinois probably has fewer trees than any other part of the state. In all other categories, the majority want land use to remain the same. Those who prefer a change in the amount of land used for certain categories support an increase in land for farms and recreation, with 34 and 32 percent, respectively, checking "MORE" land for these uses (see Table 16).

Table 16. *Future Use of Land in Illinois: Region 6*

Land use	Forest (Percent)	Recreation (Percent)	Farms (Percent)	Energy (Percent)	Industry (Percent)	Cities (Percent)	Transportation (Percent)
State: More	54	45	39	21	18	16	11
Less	5	10	3	28	26	27	31
Region: More	53	32	34	22	22	15	8
<u>6</u> Less	4	16	3	29	21	26	40

Region 6 respondents are like those in the statewide sample in showing more support for a decrease in the amount of land used for transportation than for any other category. Forty percent of the respondents checked "LESS" land for this category, while only 8 percent checked "MORE." The other categories that Region

6 respondents would rather see less land used for are energy and cities. Cooling lakes for nuclear power plants have become an important land use in this part of the state.

Future Use of Land in Cities and Towns

Although bike paths and single-family homes are the use of urban land that Region 6 respondents most want to increase, the support for these categories, 47 and 45 percent, respectively, is not as strong as that evidenced in the state's more densely developed regions. Forty percent want to see an increase in the amount of land for parks and playgrounds in cities and towns, followed by 31 percent for more apartments, 30 percent for more factories, and 23 percent for more land for schools and colleges.

Table 17. *Future Use of Land in Cities and Towns in Illinois: Region 6*

Land use		State (Percent)	Region 6 (Percent)	Land use		State (Percent)	Region 6 (Percent)
<u>Bike paths</u>	More	55	47	<u>Parking lots</u>	More	22	18
	Less	9	13		Less	32	32
<u>Parks and playgrounds</u>	More	50	40	<u>Expressways</u>	More	14	10
	Less	4	4		Less	29	36
<u>Single-family homes</u>	More	47	45	<u>Shopping centers</u>	More	14	13
	Less	8	6		Less	31	34
<u>Apartments</u>	More	33	31	<u>Cemeteries</u>	More	9	13
	Less	21	18		Less	22	14
<u>Schools and colleges</u>	More	30	23	<u>Trailer parks</u>	More	9	13
	Less	7	11		Less	43	32
<u>Factories</u>	More	25	30	<u>Office buildings</u>	More	8	7
	Less	20	13		Less	23	22

Region 6 respondents would most like to see less land used for expressways and shopping centers. This response may reflect the disorderly growth that has occurred in some of the faster-growing downstate urban centers. Similarly, thirty-two percent of the respondents favor a decrease in the amount of land used for trailer parks and parking lots, while 22 percent checked "LESS" land for office buildings.

LAND USE PLANNING--REGION 7



Region 7, located in east-central Illinois, includes Champaign, Clark, Coles, Cumberland, Douglas, Edgar, Ford, Iroquois, Livingston, Piatt, and Vermilion counties. The region's two largest urban areas are Champaign-Urbana and Danville. Fifty-eight percent of the regional population is urban, and 42 percent is rural. Region 7 population declined slightly, 0.5 percent,

between 1970 and 1975.

Future Use of Land in Illinois

Forests, recreation, and farms are the land uses that should be increased in the future, according to Region 7 respondents. This sentiment is also expressed by the state as a whole. Fifty-seven, 37, and 33 percent of those answering checked "MORE" land for these nonurban categories (see Table 18).

Table 18. Future Use of Land in Illinois: Region 7

Land use		Forest (Percent)	Recreation (Percent)	Farms (Percent)	Energy (Percent)	Industry (Percent)	Cities (Percent)	Transportation (Percent)
<u>State:</u>	More	54	45	39	21	18	16	11
	Less	5	10	3	28	26	27	31
<u>Region:</u>	More	57	37	33	22	20	15	4
<u>7</u>	Less	6	14	3	28	25	26	41

Region 7 responses clearly indicate that the amount of land used for transportation should be decreased in the future. Energy, cities, and industry also received more support for a decrease, although 22, 15, and 20 percent of the respondents did favor an increase in these activities. In all cases except forests, most Region 7 respondents do not want a change in the amount of land used for the seven categories.

Future Use of Land in Cities and Towns

Of the twelve urban land uses listed in the ILLINOIS: Today and Tomorrow questionnaire, Region 7 respondents are most supportive of an increase in the amount of land used for bike paths, parks and playgrounds, and single-family homes. Preference is also expressed for more land used for apartments, factories, and schools and colleges, with 37, 29, and 23 percent of the respondents checking "MORE" land for these categories (see Table 19).

Table 19. Future Use of Land in Cities and Towns in Illinois: Region 7

Land use		State (Percent)	Region 7 (Percent)	Land use		State (Percent)	Region 7 (Percent)
<u>Bike paths</u>	More	55	49	<u>Parking lots</u>	More	22	18
	Less	9	13		Less	32	28
<u>Parks and playgrounds</u>	More	50	42	<u>Expressways</u>	More	14	6
	Less	4	6		Less	29	40
<u>Single-family homes</u>	More	47	42	<u>Shopping centers</u>	More	14	16
	Less	8	9		Less	31	28
<u>Apartments</u>	More	33	37	<u>Cemeteries</u>	More	9	11
	Less	21	13		Less	22	19
<u>Schools and colleges</u>	More	30	23	<u>Trailer parks</u>	More	9	10
	Less	7	7		Less	43	36
<u>Factories</u>	More	25	29	<u>Office buildings</u>	More	8	4
	Less	20	16		Less	23	18

Region 7 respondents most want a decrease in the amount of urban land used for expressways and trailer parks. Although 28 percent want fewer parking lots and shopping centers in the future, 18 and 16 percent, respectively, want more land used for these purposes.

LAND USE PLANNING—REGION 8



The seven counties in Region 8 are Bond, Clinton, Madison, Monroe, Randolph, St. Clair, and Washington. This region is the most urban in Illinois (71 percent) outside of the Chicago metropolitan area. Four of the seven counties in Region 8 are included in the St. Louis Standard Metropolitan Statistical Area. Population in Region 8 declined slightly, 0.9 percent, between 1970 and 1975, while Illinois population increased 0.3 percent.

Future Use of Land in Illinois

Like respondents in all other regions in Illinois, Region 8 residents favor an increase in nonurban land uses in the future. Fifty-three percent of the respondents want more forestland, 41 percent want more farmland, and 39 percent want more land to be used for recreation purposes such as public beaches, parks, and scenic areas. Region 8 residents also tend to support an increase in industrial land. As reported in the ILLINOIS: Today and Tomorrow Special Series 3-8, lack of job opportunities is the top community problem in this region. The need for jobs may explain why this region's respondents differ from the state as a whole in supporting more land for industry (see Table 20).

Table 20. *Future Use of Land in Illinois: Region 8*

Land use	Forest (Percent)	Recreation (Percent)	Farms (Percent)	Energy (Percent)	Industry (Percent)	Cities (Percent)	Transportation (Percent)
State: More	54	45	39	21	18	16	11
Less	5	10	3	28	26	27	31
Region: More	53	39	41	21	24	20	10
8 Less	4	13	3	28	18	22	39

Region 8 respondents are almost split in their preference for more or less land to be used for cities. As for all other categories except forests, the majority of respondents want the amount of land used for cities to stay the same. Region 8 responses concerning the use of land for energy production mirror the

statewide results: 28 percent checked "LESS" land for energy, while 21 percent checked "MORE." Transportation is the land-use category least desired in Region 8, with 39 percent favoring a decrease in the amount of land used for roads and airports in the future. This portion of the state is losing not only people, but job opportunities. The preference among respondents is for land uses that would stem this tide.

Future Use of Land in Cities and Towns

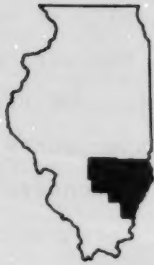
The urban land uses that Region 8 respondents would most like to see more of are bike paths, parks and playgrounds, and single-family homes. Fifty-two, 50 and 47 percent of the respondents, respectively, checked "MORE" land for these uses. The majority of respondents want the amount of land in all other categories to stay the same. Of those who do want a change, however, preference is for an increase in apartments, factories, and schools and colleges (see Table 21).

Table 21. Future Use of Land in Cities and Towns in Illinois: Region 8

Land use		State (Percent)	Region 8 (Percent)	Land use		State (Percent)	Region 8 (Percent)
<u>Bike paths</u>	More	55	52	<u>Parking lots</u>	More	22	20
	Less	9	12		Less	32	31
<u>Parks and playgrounds</u>	More	50	50	<u>Expressways</u>	More	14	12
	Less	4	3		Less	29	34
<u>Single-family homes</u>	More	47	47	<u>Shopping centers</u>	More	14	15
	Less	8	7		Less	31	30
<u>Apartments</u>	More	33	36	<u>Cemeteries</u>	More	9	10
	Less	21	19		Less	22	16
<u>Schools and colleges</u>	More	30	28	<u>Trailer parks</u>	More	9	11
	Less	7	7		Less	43	39
<u>Factories</u>	More	25	31	<u>Office buildings</u>	More	3	10
	Less	20	17		Less	23	19

Region 8 respondents most want to see less land used for trailer parks, expressways, parking lots, and shopping centers.

LAND USE PLANNING—REGION 9



Region 9 is composed of 12 counties located in southwestern Illinois. The counties in Region 9 include Clay, Crawford, Edwards, Effingham, Fayette, Jasper, Lawrence, Marion, Richland, Wabash, Wayne, and White. Region 9 is the most rural region in Illinois; only 39 percent of its population is considered urban. The population growth rate for the region has exceeded that for Illinois in recent years. Between 1970 and 1975, Region 9 experienced a 2.6 percent population increase, compared to 0.3 percent for the state during the same period.

Future Use of Land in Illinois

Fifty-six percent of the Region 9 respondents favor an increase in the amount of forestland in Illinois, while 39 percent want more farmland. Twenty-three percent of the respondents checked "MORE" land for industry, whereas 16 percent want less industrial land (see Table 22).

Table 22. *Future Use of Land in Illinois: Region 9*

Land use		Forest (Percent)	Recreation (Percent)	Farms (Percent)	Energy (Percent)	Industry (Percent)	Cities (Percent)	Transportation (Percent)
<u>State:</u>	More	54	45	39	21	18	16	11
	Less	5	10	3	28	26	27	31
<u>Region:</u>	More	56	26	39	19	23	17	6
<u>9</u>	Less	6	26	2	27	16	25	37

Region 9 respondents are the only ones in Illinois who did not express a desire for more land for recreation. Twenty-six percent checked "MORE," and the same percent checked "LESS" land for this category, whereas, statewide, 45 percent checked "MORE," and 10 percent checked "LESS." The rural nature of the region and the large amount of open space make recreation less of a priority than it is in more urban areas. Region 9 respondents want less land in the future to be used for transportation, energy, and cities.

Future Use of Land in Cities and Towns

Consistent with the rest of the state, Region 9 respondents give their greatest support to an increase in bike paths in cities and towns, with 47 percent checking "MORE" land for bike paths. The majority of respondents, however, do not want a change in the amount of land consumed by the other urban uses. Of those wanting a change, an increase is favored for single-family homes, apartments, parks and playgrounds, factories, schools and colleges, and shopping centers (see Table 23).

Table 23. *Future Use of Land in Cities and Towns in Illinois: Region 9*

Land use		State (Percent)	Region 9 (Percent)	Land use		State (Percent)	Region 9 (Percent)
<u>Bike paths</u>	More	55	47	<u>Parking lots</u>	More	22	20
	Less	9	14		Less	32	25
<u>Parks and playgrounds</u>	More	50	37	<u>Expressways</u>	More	14	8
	Less	4	5		Less	29	34
<u>Single-family homes</u>	More	47	42	<u>Shopping centers</u>	More	14	23
	Less	8	8		Less	31	17
<u>Apartments</u>	More	33	39	<u>Cemeteries</u>	More	9	12
	Less	21	11		Less	22	14
<u>Schools and colleges</u>	More	30	23	<u>Trailer parks</u>	More	9	14
	Less	7	8		Less	43	23
<u>Factories</u>	More	25	36	<u>Office buildings</u>	More	8	6
	Less	20	10		Less	23	18

Region 9 is the least urban portion of the state, and many of the urban land uses included in the questionnaire may not be applicable to this area. The big interest here in factories and houses is quite important.

LAND USE PLANNING—REGION 10



The fifteen southernmost counties in Illinois make up Region 10. They include Alexander, Franklin, Gallatin, Hamilton, Hardin, Jackson, Jefferson, Johnson, Massac, Perry, Pope, Pulaski, Saline, Union, and Williamson. Forty-six percent of the region's population is urban, while 54 percent is rural. The Region 10 population grew faster between 1970 and 1975 than did the state population (3.3 percent as compared to 0.3 percent).

Future Use of Land in Illinois

Region 10 respondents favor an increase in forestland, as do all other regions in the state. Although 46 percent checked "MORE" land for forests, this support is less than that found in any other region because of the existing abundance of forestland in Region 10, including 250,000 acres in the Shawnee National Forest. Second in priority for Region 10 respondents is an increase in farmland, followed by land for industry and recreation. Increased industrial land use finds its greatest support in Region 10, reflecting the lack of job opportunities revealed in the community-problem section of the ILLINOIS: Today and Tomorrow questionnaire (see Table 24).

Table 24. *Future Use of Land in Illinois: Region 10*

Land use	Forest (Percent)	Recreation (Percent)	Farms (Percent)	Energy (Percent)	Industry (Percent)	Cities (Percent)	Transportation (Percent)
<u>State:</u> More	54	45	39	21	18	16	11
Less	5	10	3	23	26	27	31
<u>Region:</u> More	46	34	42	26	36	20	12
<u>10</u> Less	10	18	5	30	14	26	31

The only clear preference expressed is for a decrease in land use for transportation, with 31 percent checking "LESS" land for roads and airports. Although 30 and 26 percent of the respondents checked "LESS" land for energy and cities, 26 and 20 percent, respectively, want to see the amount of land used for these purposes increased in the future.

Future Use of Land in Cities and Towns

More residents of this largely rural region support an increase in urban land use than those of any other region in Illinois. Fifty percent of the Region 10 respondents want to see more single-family homes in the future. Second in priority is land for factories (47 percent), followed by parks and playgrounds (45 percent), bike paths (44 percent), and apartments (43 percent). Other urban land uses that should be increased, according to regional respondents, include shopping centers, schools and colleges, and parking lots (see Table 25).

Table 25. *Future Use of Land in Cities and Towns in Illinois: Region 10*

Land use		State (Percent)	Region 10 (Percent)	Land use		State (Percent)	Region 10 (Percent)
<u>Bike paths</u>	More	55	44	<u>Parking lots</u>	More	22	26
	Less	9	16		Less	32	18
<u>Parks and playgrounds</u>	More	50	45	<u>Expressways</u>	More	14	11
	Less	4	7		Less	29	33
<u>Single-family homes</u>	More	47	50	<u>Shopping centers</u>	More	14	33
	Less	8	7		Less	31	19
<u>Apartments</u>	More	33	43	<u>Cemeteries</u>	More	9	17
	Less	21	11		Less	22	16
<u>Schools and colleges</u>	More	30	29	<u>Trailer parks</u>	More	9	21
	Less	7	7		Less	43	29
<u>Factories</u>	More	25	47	<u>Office buildings</u>	More	8	12
	Less	20	14		Less	23	19

Region 10 respondents favor a decrease in the amount of land in cities and towns used for expressways, trailer parks, and office buildings.

As in Region 9, this part of the state is quite undeveloped. Therefore, the strong desire for increased urban development of land (i.e., factories, shopping centers, and housing) may reflect the inadequacy of facilities in this part of the state.

SUMMARY

In general, respondents want land use in Illinois to stay the same in the future. Of those who want a change, most prefer an increase in land for nonurban rather than urban uses. Substantial differences in citizens' land-use priorities' however, depend on where they live in the state.

Rural residents tend to be less supportive of an increase in the amount of land for recreation, while recreation is a major need in Chicago and suburban Cook county. This difference is not surprising because rural regions are more likely to have open space and natural areas. On the contrary, the Chicago-area regions are the most densely developed, lacking open space for recreation purposes.

Support for farmland does not vary much across the state, although big farming areas such as Regions 4, 6, and 7 tend to show less support for an increase in such a future land use than do nonfarming areas.

People generally want less land to be used for energy, although there is not a strong sentiment either way in most regions. An exception is found in Regions 1, 3, and 4, where support is clearly for a decrease in the amount of land used for energy. This sentiment may be explained by past strip-mining activity in Regions 3 and 4 and the presence of nuclear power plants (operating or under construction) in all three areas.

The urban and rural parts of the state differ greatly concerning support for industry. In rural regions, where industry is lacking, people tend to support an increase in industrial land use. In urban areas a decrease is generally supported. As some rural folk might say, "Give me some of your pollution for a few jobs."

The future use of land for cities finds more support among rural areas, where urbanization is lacking, than it does in urban areas. An exception is the residents of Chicago, who apparently like urban living and want more land to be used for that purpose.

People in rural areas of the state are more opposed to the use of land for transportation than are people in more urban areas, Chicago and suburban Cook County in particular.

Perceptions of Community Planning, Land Use, and Zoning

How people view community-planning, land-use, and zoning issues is influenced by where they live in Illinois. Table 26 shows people's perception of how serious a problem six planning-related issues are in their home community and whether or not they feel zoning regulations should be used to limit their community's growth. These six issues are compared by region within the state.

Table 26. Illinois Respondents' Perceptions of Community Planning, Land Use, and Zoning as Problems, by Regions. (Reported in Percentages.)

Problem	Size of problem	State	Region 1	Region 2	Region 2A*
Good farmland being used for homes, highways, factories, and shopping centers	Not/Small	58	53	44	62
	Medium/Serious	42	47	56	38
Long-range community planning	Not/Small	58	55	63	71
	Medium/Serious	42	45	37	29
Community growing too fast	Not/Small	72	82	59	72
	Medium/Serious	28	18	41	28
Enforcement of zoning laws	Not/Small	75	77	80	82
	Medium/Serious	25	23	20	18
Adequate zoning regulations	Not/Small	76	76	76	83
	Medium/Serious	24	24	24	17
Should zoning regulations be used to limit community growth?	Yes	43	35	58	61
	No	35	47	25	23
	No opinion	20	18	17	16

*Suburban Cook County

**Chicago

The use of good farmland for homes, highways, factories, and shopping centers and long-range community planning are the two land-use issues perceived as most serious by Illinois residents. Other issues are seen as important, but by proportionately less of the sample population. Excessively fast community growth and zoning-related issues are generally not perceived as big problems in Illinois. Furthermore, the presence or absence of county zoning ordinances

Region 2B**	Region 3	Region 4	Region 5	Region 6	Region 7	Region 8	Region 9	Region 10
67	60	54	70	51	66	56	77	78
33	40	46	30	49	34	44	23	22
49	62	58	52	60	55	51	57	38
51	38	42	48	40	45	49	43	62
68	86	83	91	77	87	79	90	88
32	14	17	9	23	13	21	10	12
64	78	74	81	80	80	73	82	74
36	22	26	19	20	20	27	18	26
66	81	77	81	81	84	75	83	72
34	19	23	19	19	16	25	17	28
45	24	33	23	30	28	35	21	24
31	54	47	53	51	50	45	53	53
24	22	20	24	19	22	20	26	23

does not appear to affect people's perceptions of the enforcement, adequacy, or use of zoning regulations in their community.

In general, respondents in regions that either are more urbanized or have growth taking place at the rural-urban fringe tend to view planning, land use, and zoning problems as more serious than do those in the more rural parts of the state. Regions 1, 2, 2A, 2B, and, to some extent, 4 and 8 are the most urban parts of the state. Region 9 includes the most rural parts of the state.

Good Farmland Being Used for Homes, Highways, Factories, and Shopping Centers

Fifty-eight percent of the people in the statewide sample indicated that the use of good farmland for urban uses such as homes, highways, factories, and shopping centers was not a problem in their community, or was only a small problem, whereas 42 percent rated this issue as a medium or serious problem.

On the other hand, the conversion of good farmland to urban uses is perceived as most serious by Region 2 residents. The eight counties that comprise this region surround Cook County and the city of Chicago. Region 2 has experienced growth and continual urbanization since World War II as Chicago and its suburbs have expanded outward. Much of this growth has taken the form of urban sprawl into land traditionally used for farming. Region 6 respondents also expressed a higher-than-average concern for this issue, 49 percent rating it as a medium or serious problem in their community. Three major outstate metropolitan areas are located in Region 6 (Springfield, Decatur, and Bloomington-Normal) as well as some of the most productive farmland in the state. These two factors, the presence of three major urban areas and the reliance of the region on agriculture, apparently contribute to the high regional concern for this issue.

Region 1 and 4 respondents also perceive conversion of good farmland as a more serious concern than do the people in the state as a whole. These regions resemble Region 6 in that they include major urban areas such as Rockford and Peoria, in addition to important concentrations of highly productive agricultural land.

Those regions least concerned with this issue are Regions 5, 9, and 10,

where 70, 77, and 78 percent, respectively, said that the use of good farmland for urban uses was either not a problem or only a small problem in their community. These three regions are the most rural in Illinois and have not experienced the problems of uncontrolled urban growth. Region 7 respondents are also less concerned with this issue, 66 percent rating it not a problem or only a small problem. Because no farmland exists in Chicago, these residents were less likely to see it as an important issue (Table 26).

The information in Table 26 clearly indicates that, with the exception of Chicago, the conversion of good farmland to homes, highways, factories, and shopping centers is seen as a more serious problem in regions that are more urbanized. Similarly, those regions that are not experiencing urban expansion are least affected by this problem.

Long-Range Community Planning

Statewide perception of long-range community planning as a community problem mirrors the perception of good farmland's being converted to urban uses; 58 percent rated long-range planning not a problem or a small problem, whereas 42 percent rated it medium or serious. Substantial variation in the perception of community planning as a problem area occurs depending upon where one lives. The researchers here assumed that scoring community planning as a medium or serious problem meant that it was not available and therefore needed.

Long-range community planning is of particular concern in Region 10, where 62 percent of the respondents rated this issue a medium or serious problem. Although urban expansion does not appear to be a planning issue in this region, apparently respondents in this area feel that long-range planning would help with other problems, such as the need for more public transportation and the lack of job opportunities, and increase the available housing. The city of Chicago also has a more serious-than-average rating for this issue. Again, the problem is not so much with planning for urban growth but with redevelopment and the improvement of existing services and activity patterns. Long-range community planning is also perceived as more serious by citizens in Regions 5 and 8 than it is for those in the state as a whole. Apparently in these areas it is simply not available.

Residents of Region 2 and suburban Cook County rate the problem of long-range planning in their community as less serious than do those in the state sample, with 63 and 71 percent, respectively, rating it not a problem or a small problem. Since these areas, Region 2 in particular, have been experiencing a lot of urban growth and suburbanization, long-range planning has been a necessity from the start, whereas in more rural regions it is only now beginning to emerge as a problem.

It appears then, that long-range planning is perceived as a more serious need in regions where it has been lacking and in regions where it has been ineffective, such as Chicago. In regions that have traditionally experienced growth, long-range planning is well established, although perhaps not always successful, and is therefore perceived as a less serious community problem.

Community Growing Too Fast

The issue of communities growing too fast does not appear to be a problem in Illinois. Seventy-two percent of the statewide respondents checked "NOT" or "SMALL," and 28 percent checked "MEDIUM" or "SERIOUS" when asked to rate the size of this problem in their community. This response is not surprising because except in isolated cases, only the Chicago metropolitan area is experiencing substantial growth.

Only in Region 2 does the growth issue appear to be somewhat serious, with 41 percent rating it as a medium or serious problem. It is not surprising, however, that citizens in this region perceive this as a problem. According to 1975 *Current Population Report* estimates, population increased 8.4 percent in Region 2 between 1970 and 1975, compared to a 0.3 percent increase for the state as a whole. This concern is also consistent with the regional rating for the issue of conversion of good farmland. That issue was rated more serious by Region 2 respondents than by those in any other region in Illinois.

The seriousness of the problem of communities' growing too fast tends to increase as urbanization increases. This issue is not a problem in the state's more rural regions. In fact, 91, 90, and 88 percent of the Region 5, 9, and 10 respondents, respectively, said that it was not a problem or was only a small

problem in their community. Many of these areas have experienced population decline in recent years.

Enforcement of Zoning Laws

When asked to rate the enforcement of zoning laws as a problem in their communities, 75 percent of the ILLINOIS: Today and Tomorrow respondents checked "NOT" or "SMALL," and 25 percent checked "MEDIUM" or "SERIOUS." There is little variation among the regional responses. The city of Chicago is the only area in which this issue is substantially more serious than it is statewide, with 36 percent rating it medium or serious. Still, 64 percent of the Chicago respondents perceive it as only a small problem or not a problem at all. It is not surprising that Chicago is more seriously affected because of the higher density of development and the heterogeneity of contiguous and sometimes conflicting land uses.

Many of the people in certain regions in Illinois are less concerned with zoning enforcement than those in the state as a whole. Region 9 and suburban Cook County are least affected by the problem, 82 percent checking "NOT" or "SMALL." Except for the city of Chicago, the degree of urbanization does not seem to influence the seriousness of this issue. This question assumed that all parts of the state had adequate zoning regulations but that in some cases the regulations were not being enforced. In point of fact, most of the counties in southern Illinois do not have any countywide zoning regulations.

Adequate Zoning Regulations

Respondents to the ILLINOIS: Today and Tomorrow study do not see the adequacy of zoning regulations as a large problem in Illinois. Seventy-six percent of the statewide respondents rated this issue not a problem or only a small problem. Most people in the state responded similarly. The adequacy of zoning is a greater concern, however, in Chicago and in Region 10, where 34 and 28 percent of the respondents, respectively, rated it medium or serious. Not one county in Region 10 has countywide zoning regulations.

Should Zoning Regulations Be Used to Limit Community Growth?

A slight majority of the ILLINOIS: Today and Tomorrow respondents favor the

use of zoning regulations to limit community growth. Forty-three percent answered yes and 35 percent said no, while 20 percent had no opinion.

Residents of the state's most urbanized regions, comprising the Chicago metropolitan area, express the greatest support when asked if zoning regulations should be used to limit community growth, with 58 and 61 percent of Region 2 and suburban Cook County respondents checking yes. The most rural regions in Illinois, 5, 9, and 10, are among those least willing to use zoning as a method to control community growth. In all three regions, 53 percent of the responses were negative. Urbanized regions tend to respond more favorably to this question because they more often confront problems of community growth than do regions with a larger rural population. Another possible interpretation is that rural persons are more likely to see zoning as a threat to individual decisions about land use. The traditional value in the United States has been that land ownership implied individual discretion as to how it is used.

This section of the bulletin has reported information on individuals' perceptions of community planning, land use, and zoning as local community problems. The results show a wide variation depending upon whether one lives in the urbanized or more rural parts of the state. Urban people see development as going unchecked. One urban respondent cited the "haphazard mushrooming" of shopping centers, apartments, and houses as a major concern in his community. A Chicago resident's comments echo the sentiments of many, citing the need for "much more thoughtful planning in our communities." Another Chicago-area respondent suggested "a comprehensive land use policy in the state to ensure the most efficient use of our natural resources and to control urban sprawl."

People in more rural areas of Illinois also show concern for planning and land-use management, although to a lesser extent than urban residents because they have generally not been confronted with problems of growth and sprawl. They, too, support preservation of farmland and natural resources, yet the concern for lack of job opportunities has resulted in a somewhat favorable attitude toward growth. As one rural resident pointed out, ". . . if industry was persuaded to build factories in rural or small towns, . . . jobs for youth would be available and they would not have to move to the already crowded cities."

APPENDIX A--HOW THE INFORMATION WAS GATHERED

The ILLINOIS: Today and Tomorrow study began in late summer 1977. To identify the major issues facing the state, the research team met with representatives of state agencies, legislative staffs, regional-planning organizations, the Cooperative Extension Service, the Chicago Department of Planning, and interest groups such as the Illinois Chamber of Commerce, the League of Women Voters, and the Illinois Farm Bureau. Persons contacted were given a preliminary list of specific community problems, possible programs for new tax money, legislative issues, and energy questions. Each was asked to circulate the list within his organization for further staff comment. From such inputs (about 100 representatives of the above organizations and agencies took part), the research team drafted a questionnaire that was mailed to a pretest sample of the general population selected from Peoria, Chicago, and rural Champaign County. In addition, telephone and personal interviews were conducted with a selected sample from the Champaign-Urbana area. Based on the above procedures, a 12-page printed mail questionnaire was developed.

Sample Selection

From the list of licensed drivers, a statewide sample of 15,000 persons was selected to represent all adults in Illinois. The sample size was chosen to ensure the return of approximately 8,000 usable questionnaires (about one questionnaire for every 1,000 adults in the state). The actual return was one questionnaire for every 914 adults.

The contribution to the sample from each county is in proportion to that county's share of the state's population. For example, Tazewell County, which has about 1 percent of the state's population, contributed 163 questionnaires to the sample, while Lake County, with approximately 3 percent of Illinois's population, contributed 525.

In addition to apportionment by county, the sample was also proportioned by sex and age (those 18 to 64 years of age and those 65 and older). For example, 86 percent of Tazewell County's population is 18 to 64 years of age; therefore, 86 percent of the names selected were in that age range and 14 percent were 65 and older. In the under 65 group, 51 percent of Tazewell's population is female; 49 percent is male. There are more women than men over 65. When Tazewell County's sample of 163 people was selected, the computer was instructed to randomly choose 69 males and 72 females from 18 to 64 years of age and 9 males and 13 females from the 65-years-and-older group. The same procedures were repeated for each county.

In Chicago, population estimates were available by age, race, and sex for each of the 60 zip-code areas. Therefore, each zip-code area was treated as a county, with the number of questionnaires sent proportional to that area's share of the city's population.

In addition to the 15,000 people chosen for the statewide sample, another 2,500 people were selected for data analysis on a county and regional basis. Additional people were chosen so that there would be a large enough sample in less-populous regions to present information for each county.

Mailing Procedures and Response Rates

The printed questionnaire and return envelope, along with a cover letter explaining the purpose of the study, were mailed to the sample on January 11, 1978. A follow-up postcard was mailed the following week, thanking those who had answered and encouraging those who had not completed the questionnaire to do so. On February 8, a follow-up letter with a replacement questionnaire was sent to all who had not yet responded. On March 1, a personally addressed certified letter with a replacement questionnaire was sent to all who had not responded. As a result of the above procedures, a 68.6 percent response rate for the entire sample was obtained.

Sample Reliability

A total of 9,900 usable responses was received. The representative state-wide sample included 8,268 usable questionnaires. Comparisons with the 1970 Census and 1975 population estimates show that the sample adequately reflects the Illinois adult population in relation to sex, age, race, and marital status.

The reliability of the state and regional samples is ± 1 percent. For instance, the study showed that 29.1 percent of the respondents said that upkeep of local roads was a serious problem. A confidence limit of ± 1 percent means that if 17,500 different people were selected using the same procedures, 99 times out of 100 the percent of people rating that problem as serious would fall between 28.1 and 30.1.

	<i>Initial Sample Size</i>	<i>Reachable Sample</i>	<i>Usable Returns</i>	<i>Return Rates (%)</i>	<i>Level of Confidence (%)</i>
Statewide	15,107	12,096	8,268	68	99
Region 1	874	739	556	75	99
Region 2	2,393	1,936	1,339	69	99
Region 2A	3,039	2,501	1,692	68	99
Region 2B	4,366	3,284	1,956	60	99
Region 3	738	629	464	74	99
Region 4	877	766	548	72	99
Region 5	706	635	468	74	99
Region 6	1,030	887	643	72	99
Region 7	900	750	552	74	99
Region 8	1,015	873	654	75	99
Region 9	731	637	458	72	99
Region 10	929	803	564	70	99

APPENDIX B--PROFILE OF SURVEY RESPONDENTS

Information about the demography and background characteristics of the ILLINOIS: Today and Tomorrow survey respondents is helpful when interpreting the survey findings. The demographic profile of survey respondents is presented below.

	State (percent)
1. Sex	
Male.	45.0
Female.	55.0
	100.0
2. Age	
18 to 24.	14.2
25 to 34.	22.4
35 to 44.	17.3
45 to 54.	16.5
55 to 64.	13.7
65+	15.9
	100.0
Median.	42.0 years
3. Race	
White	87.1
Black	9.9
Latino and other.	3.0
	100.0
4. Formal education	
8th grade or less	10.0
Some high school.	11.2
Completed high school	30.9
Some college.	25.4
Completed college	22.5
	100.0
Median.	11.9 years
5. Marital status	
Never married	15.9
Married	70.3
Separated	1.7
Divorced.	5.0
Widowed	7.1
	100.0
6. Employment status	
Employed.	61.6
Unemployed.	4.1
Full-time homemaker	15.3
Full-time student	3.8
Retired	13.4
Disabled.	1.8
	100.0

	State (percent)
7. <i>Occupation category</i>	
Professional and technical.	16.2
Students.	3.4
Managers, administrators, self-employed	8.6
Farmers, farm managers, foremen, laborers . . .	2.2
Sales and clerical workers.	20.8
Craftsmen	8.7
Service workers	6.7
Operatives and transport workers.	5.6
Laborers and private household workers.	3.8
Homemakers.	15.1
Other	8.9
	<u>100.0</u>
8. <i>Family income</i>	
Less than \$5,000.	10.0
\$5,000 to 8,999	11.7
\$9,000 to 11,999.	10.4
\$12,000 to 14,999	11.5
\$15,000 to 19,999	17.5
\$20,000 to 24,999	16.2
\$25,000 to 39,999	16.3
\$40,000 or more	6.4
	<u>100.0</u>
Median.	\$16,688
9. <i>Type of home</i>	
House	75.2
Mobile home	3.2
Apartment, condominium, duplex.	21.6
	<u>100.0</u>
10. <i>Own or Rent</i>	
Own	72.5
Rent.	27.5
	<u>100.0</u>
11. <i>Years in community</i>	
1 year.	4.7
2 to 5 years.	16.3
6+ years.	79.0
	<u>100.0</u>
Median.	18.4 years
12. <i>Size of community</i>	
City of Chicago	23.2
Suburb of Chicago	27.6
City of 50,000 to 250,000	10.0
City of 10,000 to 50,000.	13.5
Town of 2,500 to 10,000	9.6
Town of less than 2,500	7.0
Open country.	4.1
Farm.	5.0
	<u>100.0</u>



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This report is one of a series of publications containing the survey findings. Further information can be obtained by writing the Illinois Cooperative Extension Service, 212 Mumford Hall, University of Illinois, Urbana, Illinois 61801, or *ILLINOIS: Today and Tomorrow* 408 South Goodwin Avenue, Urbana, Illinois 61801.